

Winter 2009 • uscgalaska.com

Alaska Bear

1712
KODIAK

MIND AND BODY

HOLIDAY LIBERTY

BORDER RELATIONS

LOST IN THE SNOW

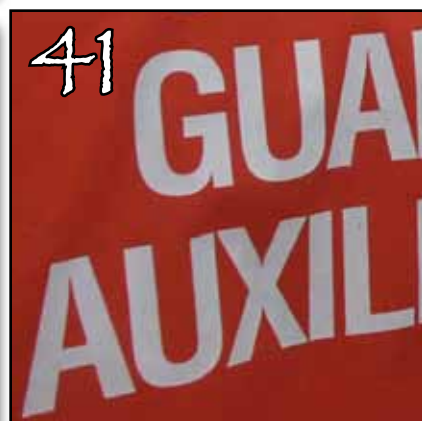
THE VOLUNTEER
DIFFERENCE

Fixed Wing Angel

Contents

Winter 2009

Solemn Tribute.....	7
Impulsive spending.....	8
New mind and body program.....	9
Beating the winter blues.....	11
Dive Alaska.....	13
Fixed wing angel.....	15
Holiday Liberty.....	19
A dirty job.....	21
Family of the year.....	25
Border relations.....	27
Social media.....	31
Lost in the snow.....	35
Cruising Alaska.....	39
The volunteer difference.....	41
Air Station Sitka.....	43
Go green.....	47
Help is ready.....	48



Alaska Bear Staff

- District Commander -
Rear Adm. Christopher Colvin

- External Affairs Officer -
Lt. Eric Eggen

- Deputy External Affairs Officer -
Chief Dana Warr

- Editor / Layout -
PA1 David Mosley

- Staff Writers / Photographers -
PA1 Sara Francis
PA3 Charly Hengen
PA3 Jon-Paul Rios
PA3 Walter Shinn

"This quarterly publication is authorized for members of the military services stationed in Alaska, their families and the general public. Its contents do not necessarily reflect the official views of the U.S. Government, the Department of Homeland Security or the U.S. Coast Guard and do not imply endorsement thereof."

Editorial content is edited, prepared and provided by the staff of the 17th Coast Guard District external affairs office.

All queries concerning news and editorial content should be directed to Coast Guard external affairs, 709 W. 9th St., Juneau, AK 99801. (907) 463-2065.

www.uscgalaska.com

Is there an event you want covered for the Alaska Bear? Do you have an opinion to be heard? Does your unit have anything newsworthy to report? If so, we want to hear from you, call 907-463-2065.

Coast Guard external affairs
709 W. 9th St.
Juneau, AK 99801

On The Cover

Cmdr. Joe Deer and Lt. Amanda Henderson pose in front of a Coast Guard Air Station Kodiak HC-130 Hercules aircraft at Air Station Kodiak, Alaska, Jan. 8, 2009. They were instrumental in helping Madisyn Sickafoose and her mother receive a flight off Kodiak Island after they could not get one commercially due to inclement weather conditions Oct. 13, 2009. U.S. Coast Guard photo by Petty Officer 3rd Class Charly Hengen

Around the 17th District

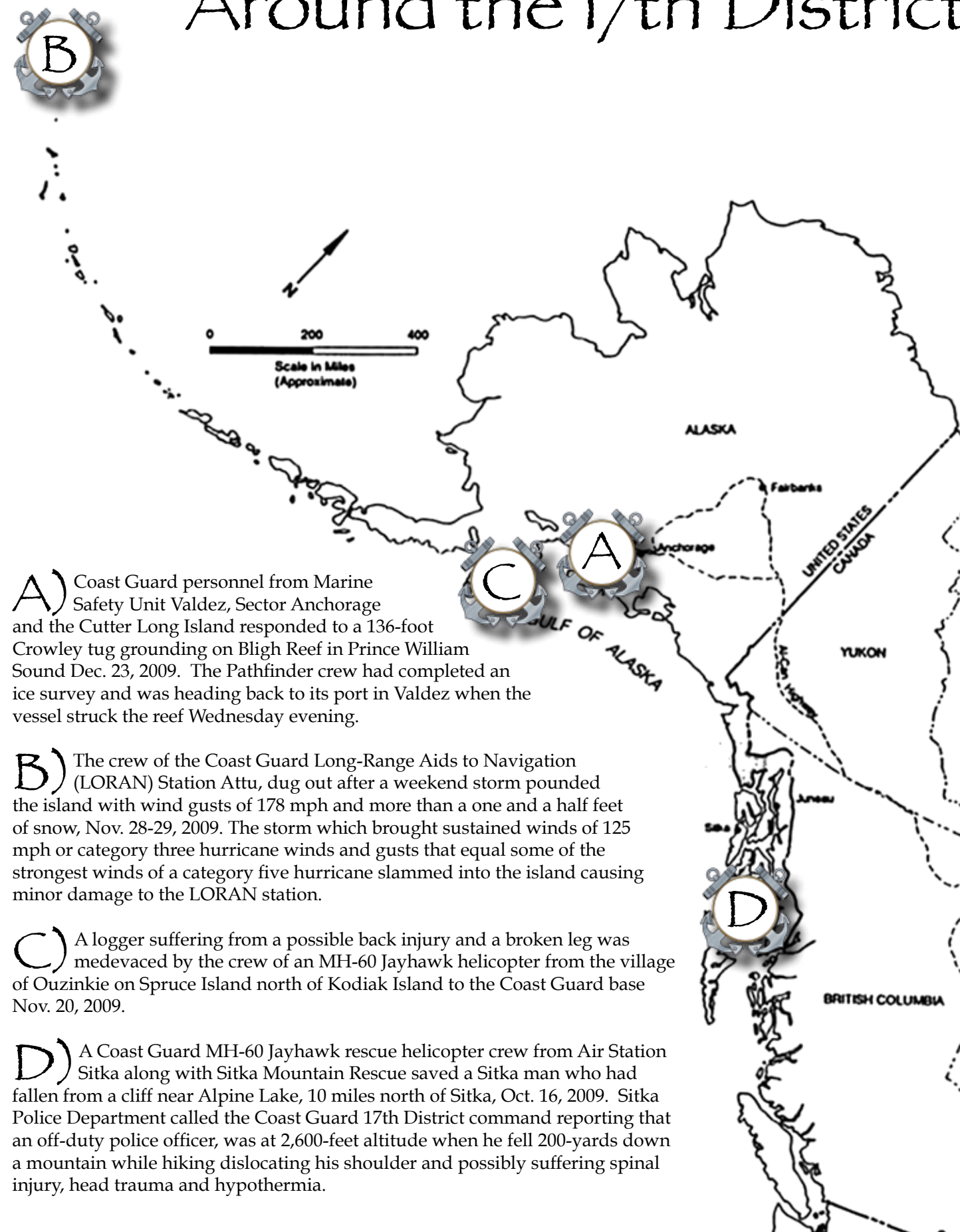


A) Coast Guard personnel from Marine Safety Unit Valdez, Sector Anchorage and the Cutter Long Island responded to a 136-foot Crowley tug grounding on Bligh Reef in Prince William Sound Dec. 23, 2009. The Pathfinder crew had completed an ice survey and was heading back to its port in Valdez when the vessel struck the reef Wednesday evening.

B) The crew of the Coast Guard Long-Range Aids to Navigation (LORAN) Station Attu, dug out after a weekend storm pounded the island with wind gusts of 178 mph and more than a one and a half feet of snow, Nov. 28-29, 2009. The storm which brought sustained winds of 125 mph or category three hurricane winds and gusts that equal some of the strongest winds of a category five hurricane slammed into the island causing minor damage to the LORAN station.

C) A logger suffering from a possible back injury and a broken leg was medevaced by the crew of an MH-60 Jayhawk helicopter from the village of Ouzinkie on Spruce Island north of Kodiak Island to the Coast Guard base Nov. 20, 2009.

D) A Coast Guard MH-60 Jayhawk rescue helicopter crew from Air Station Sitka along with Sitka Mountain Rescue saved a Sitka man who had fallen from a cliff near Alpine Lake, 10 miles north of Sitka, Oct. 16, 2009. Sitka Police Department called the Coast Guard 17th District command reporting that an off-duty police officer, was at 2,600-foot altitude when he fell 200-yards down a mountain while hiking dislocating his shoulder and possibly suffering spinal injury, head trauma and hypothermia.



Rotary Power

An MH-60 Jayhawk rescue helicopter attached to Air Station Kodiak, Alaska, passes in front of the wind turbines on Pillar Mountain near Kodiak City during a formation flight, Dec. 2, 2009. Weather conditions were partly cloudy, winds at 17 mph with snow squalls and temperatures in the 30s. U.S. Coast Guard photo Petty Officer 1st Class Sara Francis.





Pulling Line

Crewmembers aboard the Seattle based 399-foot Coast Guard Cutter Polar Sea pull on a mooring line to ensure the cutter is stationary as it becomes moored to the South Franklin Pier, Juneau, Alaska, Nov. 18, 2009. The 399-foot Polar Sea made a port call in Juneau before returning to its homeport in Seattle after completing a 101-day deployment, 60 of which were spent above the Arctic Circle. U.S. Coast Guard photo by Petty Officer 3rd Class Walter Shinn

Coast Guard base Kodiak pays tribute to CG-1705



KODIAK, Alaska - Air Station Kodiak chief petty officers raise the national ensign to half-staff Friday on Coast Guard base Kodiak to honor the seven aircrew personnel from CG-1705 who went missing after their C-130 and a Marine Corps AH-1W Super Cobra helicopter collided over the Pacific Ocean near San Clemente Island, Calif. A memorial service was held at the Biliken Theater on base enabling Coast Guard personnel to view the live broadcast of Air Station Sacramento's memorial service. Layout by Petty Officer 3rd Class Charly Hengen.



Lt. Cmdr.
Che
Barnes

Lt.
Adam
Bryant

AMTC
Jon
Seidman

AET2
Carl
Grigonis

AET2
Monica
Beacham

AMT2
Jason
Moletzsky

AMT3
Danny
Kreder II

Photos courtesy of U.S. Coast Guard

Impulsive spending

Story by Lt. Cmdr. Steven Orren, D17 Chaplain

I have heard it said that a person will spend 30% more a month if they are using a credit card than if they just use cash. I must admit we are bombarded daily by advertising messages that attempt to entice consumers to indulge themselves with whatever product is being sold. Advertisers play on the insecurities of consumers and tell them infinite ways their products will satisfy needs and dissatisfactions. Consumers in turn spend with a vengeance.

Although self-discipline is the best way to control spending, too many people are caught in a cycle of impulsive spending that seems to have a life of its own, beyond the limits of self-discipline.

Tahira K. Hira, a professor of family and consumer science at Iowa State University says, "Low self-esteem appears to be related to impulsive spending. Couple low-self esteem with lack of knowledge of current personal financial status, combined with other savings barriers such as procrastination, stress and insecurity, and the result is a greater focus on paying for needs today and forgetting those for tomorrow....The key is getting a grasp of cash-flow management. Those who don't know extend their income with credit cards."

Impulsive buyers buy on a whim, make unplanned purchases, usually lack self-control in buying situations, and lack clear priorities in spending, which results in overspending, unnecessary additional debt, unused articles, and family arguments.

The best way to overcome short-term buying impulsiveness is to (1) leave the item; (2) price the item in two other places; (3) keep tight control on the use of credit cards; (4) buy only what is needed and practical; and (5) have spending priorities.

Discipline is the key to controlling impulse buying, long term.

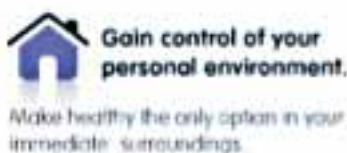
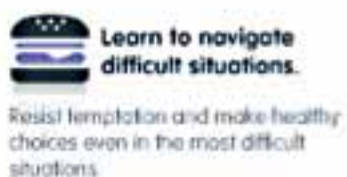
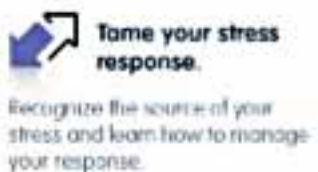
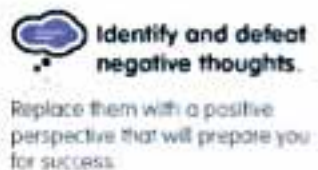
Before buying on impulse, list the item on an Impulse List, talk about the item with your spouse, obtain comparison prices, and wait seven days before purchasing the item.

Most impulse purchases can be eliminated by this discipline. 🐾



Coast Guard launches new mind and body program

Story by Jody L. Carman, Health Promotion Manager Kodiak, graphics courtesy of www.freeclear.com



The Coast Guard Health Promotion Program is piloting an online weight management program for active duty and reserve members who are on weight probation. The program is available to the first 1,164 members who register online.

The Mind & Body® Program is a comprehensive learning program. Through expert guidance, online courses and community support, participants will lose weight, reduce waist size and modify health risk factors that can lead to diabetes, heart disease and premature death.

The 12-month program is designed to instruct participants in specific health practices. Enrollees will learn how to incorporate nutrition, physical activity and stress management into their daily lives. By mastering The 8 Essential Practices for a Healthy Mind & Body® members will gain the knowledge, behavioral strategies, and cognitive skills to achieve their weight management goals.

Sign me up!

Step 1: Go to www.mindbody.net/USCG

Step 2: Click on 'Enroll in Mind & Body'.

Step 3: Log into "Web Coach".

Step 4: Complete goal setting call with your coach.

Step 5: Practice healthy living skills.

How it works

Expert Guidance: Participate in expert lifestyle coaching sessions with registered dietitians, personal trainers, and wellness coaches via phone, e-mail and the Web.

Online Learning: Master the eight essential lifestyle practices through quizzes, games, videos, interactive lessons and articles. Track your progress.

Community Support: Chat and blog with the coaches. Get expert advice and answers to your questions. Share your experiences with Mind & Body community.

Not on weight probation?

Unfortunately this pilot program is only open to active duty members and reservists that are currently on weight probation. In the future, we hope to offer this service to members that are within 10 pounds of their maximum allowable weight. In the meantime, here are some tips to help you achieve your weight management goals.

1. Build regular exercise periods into your daily schedule. You must participate in BOTH cardiovascular and resistance training regularly.

Choose eight to 10 exercises that target the large muscle groups. Perform two to four sets of each exercise. Do eight to 12 repetitions in each set (make sure you can barely lift the last rep). Weight (resistance) train for a minimum of two to three days per week. Cardiovascular training can be done five to six days per week at various intensities. Take a rest day, but stay active. Check out www.acsm.org.

2. Keep a food diary and be honest about what you are eating. You will learn a lot about your eating patterns. Don't take seconds and stop eating before you feel full. There are some great online food diaries. Check out: www.fitday.com

3. Manage your stress through clear communication, EAP counseling (1-800-222-0364), community service, creative expression, breathing exercises, eight hours of sleep and regular exercise. Check out www.heartmath.org

4. Considering hiring a personal trainer for a few sessions. You will find out how far you can push yourself. Contact your local fitness center.

5. Engage in positive self-talk, be kind to yourself. <http://www.drjerm.com/Positive-Self-Talk/Positive-Self-Talk.php>.

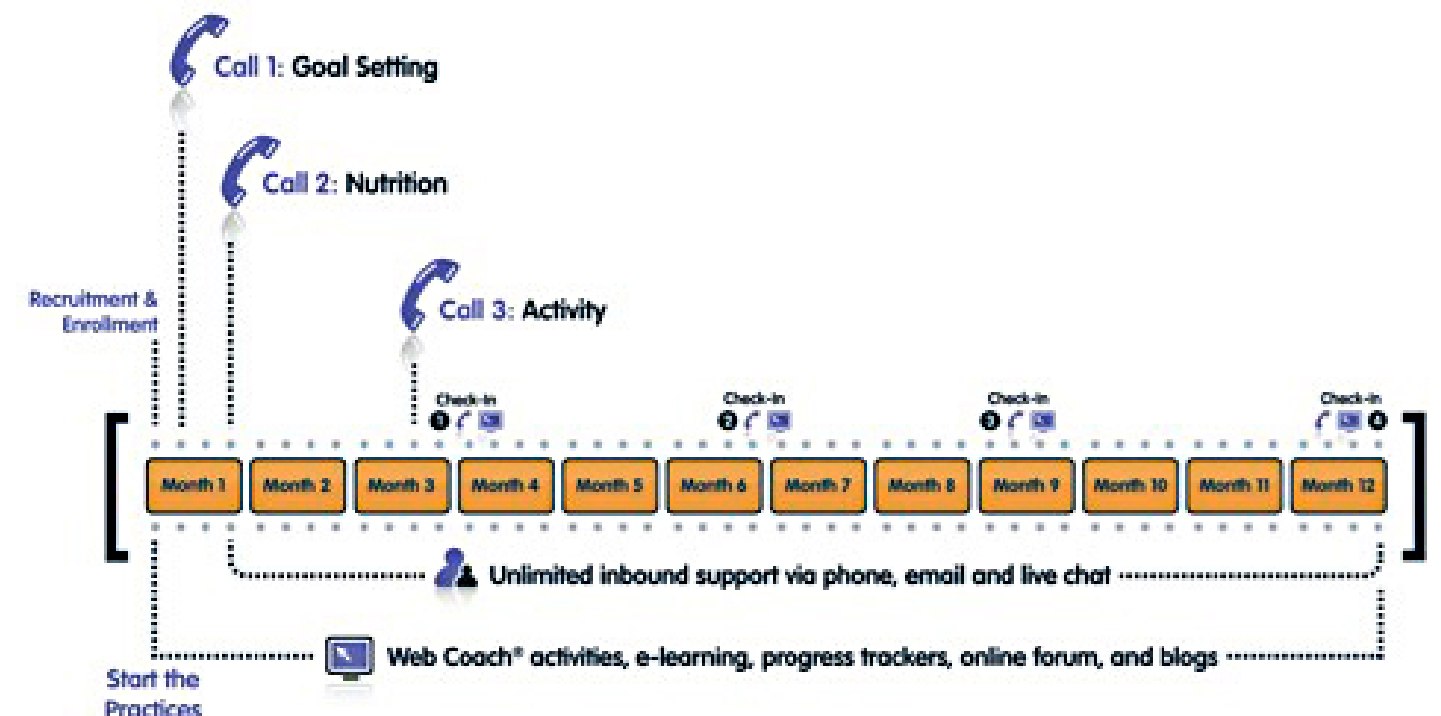
In Alaska, for more Information on the Mind & Body Program please contact:

Kodiak AOR: Jody Carman, MPH, Health Promotion Manager (907) 487-5525 ext. 273

Jody.l.carman@uscg.mil

Juneau/Ketchikan AOR: Nancy Henry, M.S., Health Promotion Manager (907) 463-2126

Nancy.S.Henry@uscg.mil



Beating the winter blues... Literally

Story and photo by Petty Officer 3rd Class Jon-Paul Rios, D17



A Big Hit

JUNEAU, Alaska – Petty Officer 2nd Class John Wendelschaefer winds up with his right hand as Petty Officer 1st Class Marcos Andujar lands a heavy punch on his chin during a boxing match Nov. 13. Wendelschaefer ended up winning the fight after three seemingly endless rounds.

As snowfall covers basketball courts, parks and fields with its illustrious glow and the dim sun peeks through the sleet filled skies, nature's reminder of winter resonates in the minds of Guardians throughout Alaska.

In order to keep from falling into the gloomy winter blues, Guardians result to winter activities such as snowboarding, snowmobiling, sledding, skiing, indoor sports and now the more extreme and intense, boxing.

Throughout the winter months Marlintoni's Lounge in Juneau, Alaska, puts on its Friday Night Fights which consists of people all over Alaska who come to participate in boxing and mixed martial arts matches.

Recently two Coast Guardsmen were the big buzz around town as the word spread they were randomly matched up to fight each other in what would be both of their first fights.

Petty Officer 1st Class Marcos Andujar, an information system technician originally from Puerto Rico, was set to fight Petty Officer 2nd Class John Wendelschaefer, a health services technician originally from Georgia.

Both men were evenly matched weighing roughly 250 pounds each. This heavyweight bout was one to be remembered.

"The fight wasn't planned," said Wendelschaefer. "We just showed up to put our names on the fight list and they decided since we matched up experience and weight wise that we would be a good match."

In preparation for the fight Wendelschaefer took boxing classes and weight lifted to better his endurance while Andujar took pointers from Petty Officer 1st Class Ryan Wong, a fellow Guardian who is no stranger to boxing at Marlintoni's.

On Nov. 13, Friday the 13th coincidentally, smoked filled the air while an anxious crowd yelled in anticipation at Marlintoni's for the two men to take their corners. The roaring crowd made it difficult for Wendelschaefer and Andujar to hear the announcer as he called their names and brought them into the middle of the ring.

The fighters glared into each others eyes focused on what they had to do. For the next three minutes, each of the three rounds being a minute long, these two were ready to hang up there friendship and put on a good fight. Oddly enough the two are good friends, they even play on the same softball team but they both agree that when the gloves are on, it's on!

Round one was intense with both men trading massive blows, headshot after headshot it was clear that they were both going for the knockout punch. After the first round both men

took to their corners where their corner men gave them pointers and tried to relax the fighters.

Round two commenced and it was clear this was going to be a battle. Punishment was distributed from both fighters as the crowd rose to their feet yelling for each fighter almost praising their efforts as the men left everything in the ring. After round two you can see the exhaustion weighing heavily on Andujar as he took gasps of air.

As the third and final round commenced the two men stood up staring at each other from across the ring knowing that this was it. This is where their hard training would pay off.

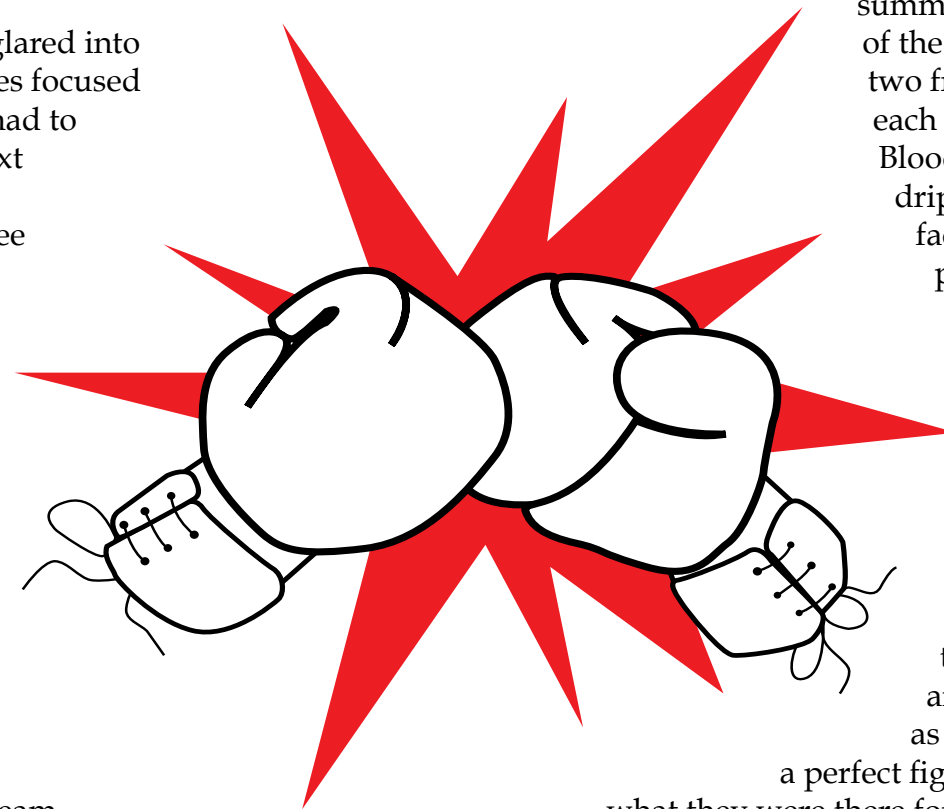
Andujar displayed a great effort despite being gassed but there was no chance of redemption as Wendelschaefer continued to be the aggressor. At the sound of the final bell, both men staggered to their corners awaiting the decision.

The two fighters were summoned to the middle of the ring where the two friends looked at each other smiling. Blood and sweat dripping from their faces, the announcer proclaimed that Wendelschaefer was the victor in the "battle of the Coasties."

After the announcement that Wendelschaefer won the fight, the two boxers shared an embrace serving as a perfect ending to

a perfect fight reminding them

what they were there for; to beat the winter blues out of each other. 🐾



Editor's note: For more information about the winter blues or seasonal affective disorder, see the "Do you have a case of the Mondays?" story from the fall 2009 issue of the Alaska Bear at www.uscgalaska.com.

Jump in, the waters fine Dive Alaska

Story by Lt. Kirk Fistick, CGC Acushnet

When a Coastie is stationed in Alaska for the first time, he or she often harbors preconceived notions of an outdoor scene primarily involving hiking, hunting and varied winter sports. This was the case for Lt. Fistick and Lt. j.g. Perez who are avid divers from the East Coast that look forward to all of those activities. Despite the cold temperatures, constant rain and immense tides Fistick and Perez were astonished to find a dedicated dive community and fascinating wonderland in the waters of Southeast Alaska.

Self-Contained Underwater Breathing Apparatus is a dive system utilizing a portable supply of compressed gas which is supplied to the diver at a regulated pressure for breathing. SCUBA is very similar to shipboard SCBA firefighting equipment except that it is used underwater. SCUBA is also the common name for the sport, which is also called diving

and SCUBA diving.

Perez and Fistick soon realized that Ketchikan, with its world-class dive sites, was a great place for beginners to learn the sport and perhaps find a welcome distraction from island life. With the help of Allen and Saunya Alloway from Wind and Water SCUBA in Ketchikan, Acushnet crewmembers arranged a customized dive class while the cutter was in port for a month.

Eleven crewmembers and one dependent took advantage of the opportunity to learn SCUBA. Those who participated were Lt. j.g. Amalec Perez, Ensign Adam Parga, Ensign Emily Marr, Petty Officer 1st Class Scott Jablonski, Petty

“The class helped me get outdoors, challenge myself and develop a sense of team work with my new shipmates.”

- Ensign Emily Marr

Officer 1st Class David Rowed, Petty Officer 2nd Class Gordon Hurd, Petty Officer 2nd Class Jonathan Richdale, Petty Officer 3rd Class Jonathan Benavidez, Petty Officer 3rd Class Seth Trommer, Seaman Brian Golden, Seaman Justin McAllister, and Sarah Gaul wife of Petty Officer 1st Class Jeremy Gaul.

During four intense weeks the instructors patiently trained students in the skills necessary to become safe, resourceful and knowledgeable divers in a challenging underwater environment.

Diving is a rare activity that can deliver both the rush of adrenaline and the feeling of serenity and calm. Learning to control reactions such as dive mechanics that involve breathing and buoyancy requires training and focus.

Students had to master key skills including underwater breathing techniques, compass navigation, buoyancy control and more. To gain proficiency students demonstrated these skills at depths of 40-feet on the first two dives and increased to depths of 60 feet for

the last two dives.

“During my first dive experience I was really excited and a bit nervous but it wasn’t long until I felt comfortable,” said Trommer. “It was really a great experience, seeing the beauty of the sea wildlife and being in the presence of many varieties of fish. It was entirely a different world.”

For those that completed the course the experience brought new challenges, camaraderie and passion for the sport.

“In a town like Ketchikan, the diving class was saving grace for a new ensign,” said Marr. “The class helped me get outdoors, challenge myself and develop a sense of team work with my new shipmates.”

Fistick and Perez as well as the other divers look forward to exploring more underwater sites in Acushnet’s homeport of Ketchikan, in Kodiak and Dutch Harbor this winter. A new crop of Acushnet divers are already on track to take another class this spring. 🐾

First Dive

A group of divers, including several CGC Acushnet crewmembers prepare for their first dive in Alaska’s costal waters. U.S. Coast Guard photo courtesy of CGC Acushnet

Discovery

Madisyn is a typical 6-year old girl. She loves playing with Barbies, pretending to be a princess and playing with her younger brother. She's full of life, energy and always has a smile on her face.

Jessica Gardner, Madisyn's mom, a Kodiak resident and single mother of two, was working full-time at the Kodiak Island Housing Authority. But Jessica and her family's world came to a screeching halt when Madisyn was playing and thought she might have a broken arm.

"In August, Madisyn fell off the trampoline and her left arm swelled up," said Jessica. "I took her to the doctor and they said her arm was bruised, she didn't need an x-ray and it should get better after a while."

Between August and early October, Jessica took Madisyn several times to the doctor and each time the doctor told her that it wasn't broken and should heal. Finally, on Oct. 5, Jessica requested an x-ray to see why Madisyn's arm had not healed.

With x-ray results in hand, the doctor took Jessica and Madisyn to radiology and showed them the tumor inside Madisyn's arm. The Kodiak doctors had spoke to a pediatric oncologist in Seattle and it was determined Jessica and Madisyn should get to Seattle as soon as possible. Madisyn was diagnosed with Ewing's Sarcoma. It is a rare disease where cancer cells are found in the bone or soft tissue. This news struck fear and uncertainty both in Jessica and Madisyn.

Jessica tried for several days to get a flight out of Kodiak, but due to thick fog, no flights were coming into the island. It was now Oct. 13. Jessica and Madisyn were at the airport trying to get another flight.

"We were at the airport the whole time," said Jessica. "We were hoping and praying one flight would get in."

Cancellation

Lt. Amanda Henderson, Coast Guard finance officer at Base Support Unit in Kodiak, was feeling frustrated while she waited for a commercial flight at the Kodiak airport Oct. 13., also. She had an appointment in Anchorage

and from the thick fog didn't know if it would be cancelled.

"When I heard the first flight was cancelled, I didn't know if the next one was going to be able to get in or not," said Henderson. "I stepped outside to get some fresh air and struck up a conversation with my friend that worked at the airport."

Her friend asked Henderson if she was willing to give up her plane seat to the young girl

An angel with fixed wings

Story by Petty Officer 3rd Class Charly Hengen, PADET Kodiak



Photo illustration by Petty Officer 1st Class David Mosley, PADET Anchorage

waiting on the bench if the next flight didn't get cancelled. Henderson learned the young girl found out three days ago she has cancer and she and her mother had been trying to get off the island for three days.

Henderson knew it was more important to give up her seat to this girl than go to her appointment.

"For some reason, I stuck around to see if the second flight was going to be cancelled," said

Henderson. "Once they announced the flight into Kodiak was cancelled, I could see the frustration upon the mother's face."

Henderson, who is married to a Coast Guard C-130 aviator, quickly called her husband asking for the Air Station operations officer's phone number. Her thought was if a C-130 Hercules aircraft was going to Anchorage anyway, maybe they could help this family out.

Frustration abounds

As Jessica heard the airport announce that flights were cancelled, she became frustrated.

"When the last flight was cancelled, I just kind of lost it," said Jessica. "I had no glimmer of hope and didn't know what to do."

Jessica knew if they didn't get out of Kodiak soon, she wouldn't get Madisyn to the next bone and sarcoma clinic appointment and that would only put things behind. Plus, Jessica and Madisyn had a spot reserved at the Ronald McDonald House in Seattle. The Ronald McDonald House had been holding a spot for them for a few days. However, if they did not arrive that night they could possibly lose their spot on the long waiting list.

The Ronald McDonald Houses is a non-profit organization offering families a way to stay together, in proximity to the treatment hospital, and be comfortable and cared for during an extended stay.

A glimmer of hope

Coast Guard Cmdr. Joe Deer, operations officer for Air Station Kodiak, was sitting in his

office tending to work like normal. His personal cell phone rang and on the other end was Henderson.

She described Jessica and Madisyn's situation to Deer. Unfortunately, the air station didn't have a C-130 going directly to Anchorage. The last C-130 to take off was going to St. Paul.

Deer explained to Henderson if a person had a medical condition the Coast Guard might be able to help. A Coast Guard flight surgeon would need to deem the condition a medical emergency but since he wasn't a flight surgeon, he wasn't able to make that call.

Henderson understood what Deer was trying to say. She told Jessica the Coast Guard might be able to help them get off the island and should call her local doctor and have that doctor call the Coast Guard flight surgeon to discuss the severity of Madisyn's cancer.

"Air Station Kodiak's flight surgeon spoke with the young girl's local doctor, then called the Coast Guard's Seventeenth District Command Center watchstanders," said Deer. "Through the medical conduit, it was determined this was an emergency."

Back at the airport, Jessica came running up

to Henderson and gave her a huge hug. Jessica explained Deer was on his way to pick her and Madisyn up to take them to the Coast Guard base for a flight off the island.

It happened so fast

Deer knew if he was going to get Jessica and Madisyn to the C-130 on time he needed to drive his personal vehicle. He asked Petty Officer 1st Class Lonnie Henderson, avionics electrical technician at Air Station Kodiak, to come along since it was his wife who called asking for help.

"The St. Paul flight was scheduled to take off at 9:30 a.m.," said Deer. "It was getting close to 9:15 a.m. I was able to delay the flight for one hour."

Deer and Lonnie arrived at Kodiak airport and helped Jessica and Madisyn into the car. Deer said Madisyn's grandfather shook his hand and said thank you over and over again.

"It was then that it really tugged at my heart strings," said Deer. "At that point, it went from being professional to personal. But I had to stay professional. My main concern was to get them to the air station safely, get them on the plane and off to Anchorage."

Once at the C-130, Jessica and Madisyn boarded the aircraft and waited for take off. They had been trying to get this flight commercially for several days. The aircrew provided them a boxed lunch and both were able to sit in the cockpit for about 30 minutes talking and listening to the aircrew on headsets.

When the C-130 arrived in Anchorage at Kulis Air National Guard Base, an air national guardsman was waiting for Jessica and Madisyn in a truck ready to transport them to the commercial airport.

"If it wasn't for the Coast Guard, I don't know when we would have been able to get out of Kodiak," said Jessica. "I don't know how to thank them enough."

Seattle

When Jessica heard the Coast Guard was able to fly her and Madisyn to Anchorage, she quickly called the Ronald McDonald House to let them know she was on the way.

"The security guards met us at the Ronald McDonald House late that night," said Jessica. "Madisyn had a biopsy Oct. 16, and started chemotherapy the following Wednesday."

Madisyn must go through five days of chemotherapy at the Children's Hospital in Seattle then stay at the Ronald McDonald House for 10 days. She will endure this rotation for up to 12 months. After 12 weeks of chemotherapy, she'll have another biopsy to see if the tumor has shrunk.

"Madisyn misses Kodiak and her brother so much," said Jessica. "It's going to be a long hard journey for us. We've talked about the possibility of her losing her hair and she's requested to have princess wigs so she can decide what princess she wants to be each day."

Helping others

Even though Madisyn is currently undergoing chemotherapy and away from her family and friends in Kodiak, the Coast Guard was able to get her and her mother off the island.

"This is what the Coast Guard is supposed to do," said Henderson. "This is why I joined, to help people. It is really awesome we were able to help this family in their time of need."

"Amanda gave me a glimmer of hope that turned into us getting to Anchorage and onto Seattle," said Jessica. "We call her our guardian angel."

The course of events that led Jessica and Madisyn to the C-130 flight that October morning could be called coincidence or fate.

"What are the odds that Jessica was at the airport the same day I was," said Henderson. "Just what are the odds that I was outside and my friend was outside at the same time? Just what are the odds? God has a plan for everybody and everything is lined up. This was supposed to happen the way it did. It's good stuff." 🐾

Editor's note: Current information about Madisyn can be found at www.caringbridge.org/visit/madisynsickafoose. Jessica wishes to express her sincere thanks to the Coast Guard members who helped them off Kodiak. Words cannot express her gratitude and she doesn't know how to thank Amanda Henderson for her generosity and care.



Little Angel

Madisyn Sickafoose smiles before she begins to draw on a window at the Ronald McDonald House in Seattle Nov. 11, 2009. A Coast Guard Air Station Kodiak HC-130 Hercules aircraft crew medevaced Sickafoose from Kodiak to Anchorage after Sickafoose and her mother could not get a commercial flight off Kodiak due to poor weather conditions Oct. 13, 2009, in order to receive chemotherapy treatments in Seattle. U.S. Coast Guard photo by Petty Officer 3rd Class David Marin.



Story by Petty Officer 3rd Class Jon-Paul Rios, D17

Holiday Liberty

Table of Toys

Members of the CGC Liberty stand behind a table littered with toys while the families of Angoon, Alaska, select what they want during the 12th Annual Blanket, Coat and Toy Drive.

Giving Group

The crew of the Coast Guard Cutter Liberty poses for a group photo with members of the Elfin Cove, Alaska, community during the 12th Annual Blanket Coat and Toy Drive. Elfin Cove has roughly 18 people that live there at a time.

Before the holidays and prior to the fresh white snow turning to dirty wet slush, so came the spirit of giving that flooded the hearts of Coast Guard members and the Juneau community.

Coast Guard Cutter Liberty, homeported in Juneau, kicked off the 12th Annual Blanket, Coat and Toy Drive Nov. 4, 2009, accepting donations of blankets, coats and toys to be distributed to different Southeast Alaska communities including Pelican, Elfin Cove, Hoonah, Kake and Angoon.

Word went out and with the help of local businesses the CGC Liberty began receiving donations.

Taku Fisheries donated several large bins that were placed in separate locations in Juneau to include Safeway, Super Bear Supermarket, Fred Meyer, Costco, Wal-Mart, Alaska & Proud and the Juneau Federal Building where items could be placed. Those same bins played a crucial part in transporting the items to the different communities as they kept the donations safe and dry for delivery.

Les Schwab Tire Center provided 300 heavy-duty tire bags that were all stuffed with approximately 5,000 pounds of toys, clothing and blankets.

Also, to ensure the cleanliness of the items donated, Alaska Laundry & Dry Cleaning took it upon themselves to donate

time and expense by dry cleaning all the coats donated. That selfless act of giving otherwise would have cost over \$9,000 to clean.

"It's a great way to give to the community", said Neil McKinnon, president of Alaska Laundry & Dry Cleaning. "We do what we do best and the donated coats and blankets are a direct benefit to the remote Alaskan communities."

After all the items were cleaned, dried and packed in bins, the Coast Guard crane loaded the bins onto the CGC Liberty and they began their voyage through the often hostile waters of Southeast Alaska.

The Guardians handled frozen line and battled blistering cold as they pulled into the different ports, opting to wear Santa Clause hats instead of knit caps to keep their heads warm.

Greetings varied depending on the ports visited. In Pelican, Rosie's Bar and Grill held a huge dinner for the CGC Liberty crew and the next day Elfin Cove, a village of 18 people, hosted a potluck. Hoonah residents gathered on the pier to receive the Coast Guard and came aboard the Liberty for tours. Upon arrival in Kake, members of the community who helped with the off-load welcomed the Liberty.

In Angoon, the largest community visited, the Liberty peaked through the fog and snow as it moored. Low tide made it perfect for tossing bags directly from the bridge of the

Liberty to the pier, where a local man waited with a truck to be loaded and transported to the school gymnasium.

Once in the gym, the Liberty's crew began interacting with the families of Angoon, which sporadically showed up to pick up the donated blankets, coats and toys. The majority of the village left to Juneau the day prior to the Liberty's arrival to go winter shopping.

All the villages were unique in their own way whether it was location or population. The only thing uniform about the trip was the overwhelming thanks the villages gave to the Coast Guard and Juneau community.

"The Liberty was well received by all the communities who were thankful of not only the Coast Guard's efforts in putting this drive together but also the Juneau community for there generous donations," said Lt. Brian Tesson, commanding officer of the Liberty. "If it weren't for the donations of the Juneau community and the time and expense provided by different local businesses, the drive wouldn't have been possible and for that we thank them."

After all was said and done, the CGC Liberty crew came back to port knowing that not only was the drive a success but that trees would be littered with gifts this Christmas in the villages all thanks to their hard work and the generosity of the Juneau community. 🐾



Story and photos by Petty Officer 3rd Class Charly Hengen, PADET Kodiak

A dirty job...

Keeping Kodiak Green



Dumpster Diving

Petty Officer 1st Class Tom Logan, damage controlman and environmental specialist with Base Support Unit, Kodiak, Alaska, finds an oil container in a recycle bin near base housing on Coast Guard base Kodiak Nov. 18, 2009. Logan checks the recycle bins weekly searching for non-recyclable and food contaminated items.

A Coast Guardsman wearing his working dress uniform climbs into a large, green, metal bin. He's on a hunt. He wades through knee-deep garbage. Keeping his eyes peeled, he tosses aside plastic jugs, cardboard boxes and aluminum cans. He finally spots what he's looking for – a dirty diaper, a tin can with beans caked to it and a pizza box with cheese glued to the top.

It's a dirty job and Petty Officer 1st Class Tom Logan, damage controlman and coordinator of the base recycling program with Base Support Unit Kodiak, has to do it. Logan goes dumpster diving into two or more large recycle bins once a week to check for food-contaminated containers and throws away any non-recyclable items.

"The biggest problem we're having is food contamination," said Logan. "We've seen an increase in recycling and that's great, but people need more education about the proper way to recycle."

Dumpster-diving for Coast Guard Base Kodiak is essential to ensure proper recyclable items are in the right place and those items are clean. More often than not, Logan finds plastic in the cardboard-only bin and rotten food contaminating other recyclables.

"When someone throws away a plastic milk jug with a small amount of milk in it and when that jug gets crushed with other plastic materials, the milk is sprayed all over the place," said Logan. "When this happens, the milk contaminates the entire batch and then it must be thrown away. This is why it's important to clean each container before you send it to the recycling bin."

Coast Guard base Kodiak recycle bins are located near all Coast Guard housing developments and also on base.

Items to recycle

- Cardboard
- Paperboard (cereal boxes, frozen dinner boxes, etc.)
- Aluminum
- Tin cans (paper can stay)
- Magazines
- Newspapers
- Paper backed books
- Plastics
- Any plastic beverage container

Items not to recycle

- Bubble wrap
- Glass
- Styrofoam
- Oil or any hazmat product
- Dirty containers
- Plastic toys
- Waxed containers (ice cream cartons, milk cartons, etc)

To ensure the proper steps are taken to keep clean recyclables out of the landfill and sent off island, Logan and Chief Warrant Officer David George, also with BSU Kodiak, train different Coast Guard units in Kodiak every month. This training is designed to teach personnel what can and cannot be recycled and the steps necessary to ensure clean items are being tossed into the bins.

In addition to training days and all-hands meetings, BSU hosts special events during Earth Day in May, holds beach cleanups and posts recycling news in their



Dirty trash

Petty Officer 1st Class Tom Logan, damage controlman and environmental specialist with Base Support Unit, Kodiak, Alaska, locates a food contaminated pizza box in a recycle bin near base housing on Coast Guard base Kodiak Nov. 18, 2009. Logan checks the recycle bins weekly searching for non-recyclable and food contaminated items.

Bag of trouble

Petty Officer 1st Class Tom Logan, damage controlman and environmental specialist with Base Support Unit, Kodiak, Alaska, removes garbage from the cardboard only recycle bin on Coast Guard base Kodiak Nov. 18, 2009. Logan checks the recycle bins weekly searching for non-recyclable and food contaminated items.

monthly newsletter.

"It's great for Coast Guardsmen and dependents to recycle more," said Logan. "The die-hard recyclers are doing what they are supposed to be doing, but with new people recycling, they just need to learn the proper way to recycle."

Nick's Auto Salvage was awarded Coast Guard base Kodiak's recycling contract in November 2008. They are responsible for recycling services for Coast Guard base Kodiak including scrap metal, as well as used appliances and tires. Since 2008, Nick's Auto Salvage's owner Nick Troxell estimated roughly one third of what he has received since 2008 is garbage and cannot be recycled.

"The big issue that needs attention is education," said Troxell. "All a person needs to do is rinse the food particles off the container. You don't even have to dry it."

Troxell said his biggest concern is receiving clean items from the Coast Guard base. If they are not clean, he cannot send them to the processing facility in Tacoma, Wash. If he finds contaminated items, the materials go to the Kodiak landfill. The Coast Guard must

pay for the garbage to be taken to the landfill.

Over the past year, recycling has increased on the Coast Guard base. Logan said this is due in part to the City of Kodiak's landfill approaching its capacity and to people being more conscience about the environment.

"The landfill is expected to reach capacity in 2014," said Tracy Mitchell, Kodiak Island Borough environmental specialist. "But this is dependent on the amount of waste received each year."

Even though Coast Guard base Kodiak delivered more than 2.27 million pounds of solid waste to the Kodiak landfill, it did recycle more than 322,000 pounds of paper products, 210,000 pounds of metal and 250,000 pounds of tires in fiscal year 2009.

As the Kodiak landfill pushes the limits of getting full, Kodiak-based Guardians are doing their part. By recycling, not only are people helping the island by keeping waste out of the landfill, but individuals are helping the environment as a whole. The biggest need is to ensure the recyclable materials are clean and in the proper bin. 🐾



Story by Petty Officer 3rd Class Walter Shinn, D17

Coast Guard family of the year

Juneau Coast Guard family receives award for family of the year

The National Military Family Association recognized a Juneau Coast Guard resident Friday, Oct. 8, 2009 as the recipient of the Coast Guard Family of the Year Award for their efforts volunteering and significantly contributing to support cancer awareness through various national organizations.

Petty Officer 1st Class Aaron Udland, assigned to Station Juneau, his wife and four children volunteer with the American Cancer Society to help raise money and gain community involvement and awareness. He and his wife

are actively involved in the planning committee for the society's annual fund-raiser "Relay For Life". While Relay For Life is the Udland's family passion, they also enjoy volunteering and participating in other community events for a variety of organizations such as United Way.

The National Military Family Association receives nominations from active duty, Reserve Component and retiree families of the Army, Navy, Marine Corps, Air Force, Coast Guard, Commissioned Corps of the National Oceanic

and Atmospheric Administration, the Public Health Service and families of fallen service members.

Udland and his family went to Washington D.C. for a week in October where they were invited to attend the 2009 Military Family of the Year at the 40th Anniversary Celebration of National Military Family Association on Oct. 28. Each uniformed service had a family represent its agency at the event where the National Family of the Year was awarded to a Marine family this time.

The National Military Family Association's award program recognizes strong military families who embrace their service to the nation, are role models in their community and understand that together they are stronger.

Udland graduated Juneau-Douglas High School in 1989 and joined the Coast Guard in 1997. He has been stationed aboard the Coast Guard Cutters Long Island, Roanoke Island and Polar Star as well as at Coast Guard Station Seattle. 🐾



Photo courtesy of Petty Officer 1st Class Aaron Udland

Border Relations

Canada/ U.S. joint training exercise 2009

Story and photos by Petty Officer 3rd Class Walter Shinn, D17



Creating a Vacuum

The vessel of opportunity skimmer system connected by lines to the Coast Guard Cutter Anthony Petit skims through the water during a joint training exercise in Glen Channel near Prince Rupert, British Columbia, Thursday, Oct. 1, 2009. The skimmer system was used as part of a three day joint exercise between Canada and the United States.

The motor vessel Exxon Valdez incident in Prince William Sound taught oil industry and emergency responders throughout the United States that there was a need for more robust oil spill prevention and better joint agency response nationally and internationally. Every two years Canada and the U.S. work together on a planned exercise that simulates a significant environmental impact in the area of Dixon Entrance, home of the international boundary line between the U.S. and Canada. Vessels ranging from fishing boats to cargo vessels commonly visit the area. The three-day exercise for 2009 was held in Prince Rupert, British Columbia, the week of Sept. 28.

CANUSDIX 2009

The exercise in 2009 included cross border meetings, a tabletop exercise and a field equipment deployment. The Canadian coast guard, provincial and federal Canadian government agencies, along with the 17th and 13th Coast Guard Districts, Coast Guard National Strike Force Pacific Strike Team, State of Alaska, South East Alaska Petroleum Response Organization and the mutual aid response organization from Ketchikan, Alaska all participated in the event.

Emphasis in the 2009 exercise was placed on training personnel in the National Incident Management System, Incident Command System roles and responsibilities with the intent to familiarize all participants with their roles and responsibilities for emergency response to an oil spill of significant size.

"ICS is no longer a question for us in the Coast Guard. We've used it time again to respond to both large and small oil spills, tragedies like downed aircraft and all types of natural disasters," said Capt. Melissa Bert, Sector Juneau commander. "It simply works unlike any other response system. It brings people, agencies and stakeholders together from the beginning at every level to ensure we respond rapidly and effectively, (while) not missing anyone's valuable perspective."

The Canadian-hosted exercise is held in conjunction with the Joint U.S./Canada contingency plan for spills in border waters between the two countries. It is an opportunity for Coast Guard personnel to work with international partners and practice response procedures currently used throughout Southeast Alaska. One of the exercise objectives is to demonstrate the ability of agencies to mobilize and respond using ICS.

All exercise participants used ICS to integrate multi-agency operations. The system functions under NIMS and is intended to integrate operations of entities with different capabilities and jurisdictions. One of the unique aspects of CANUSDIX is that all participants, despite being from different organizations, attended and exercised the ICS in an international forum.

The first day of the exercise began with participants gathering in a simulated incident command post to discuss exercise operations, review the Incident Command System procedures and meet

representatives from all agencies involved. The second day the initial incident briefing was held at 8 a.m. with the report of a simulated oil spill in Grenville Channel, which runs through Prince Rupert. Canadian and U.S. partners began utilizing the National Incident Management system, consisting of the operations, logistics, finance and planning departments,

While personnel remained busy gathering simulated data within the Incident Command Post the crew of the Coast

Guard Cutter Anthony Petit, homeported in Ketchikan, Alaska, prepared for the third day's operations using the Vessel of Opportunity Skimming System.

Personnel worked to assemble pieces of the VOSS by bolting the outrigger float which holds the outrigger that connects to the forward starboard side of the Anthony Petit. Once these pieces are assembled and connected crewmembers can drop a boom while underway that corrals oil on the surface of the water into the skimming system which pumps the oil to a barge, which is tethered to the other side of the cutter. The oil is pumped using a system of hydraulic hoses.

The ICP portion of the exercise included a tabletop exercise which is a low-cost and low-stress opportunity for all the lead representatives of the involved agencies to bring their experience, questions and concerns to the table and run through a simulated emergency on paper. They can see what works and where more planning along with specific instructions need to be developed.

The third day commenced with a continued tabletop exercise and a live oil spill response equipment deployment. The crew of the Anthony Petit departed the pier in Prince Rupert with other Coast Guard members from Sector Juneau, the 17th Coast Guard District Response Advisory Team and the Coast Guard National Strike Force

Pacific onboard. At the same time the Canadian coast guard cutter Provo Wallis and other response vessels from Canadian agencies also departed the pier with a VOSS and coordinated with the Anthony Petit to simulate skimming oil in Grenville Channel. The international exercise came to a conclusion after 45 minutes of skimming the surface of the water.

The need for a Contingency Plan

The need for an international exercise in this region was identified in 1979 when the motor vessel Lee Wang Zin capsized in Dixon Entrance with 100,000 gallons of heavy bunker fuel oil on board. The spill crossed the international border into Southeast Alaska and required a coordinated response from both countries.

Since 1992, the Canadian and U.S. Coast Guard, Province of British Columbia, State of Alaska, oil spill response organizations, and several other organizations and authorities have joined in the unique annual

exercise program held near the U.S./Canadian border at the southern tip of the Alaska panhandle.

Conducted over three days, CANUSDIX is an innovative combination of spill scenarios, training workshops, equipment deployment and coordinated multi-year planning. CANUSDIX is a year-round program directed toward goals outlined in a formal two-year plan. Multi-year efforts include communications and logistics planning and evaluation of web-based information sharing systems. Each year builds on lessons learned from the previous.

The CANUSDIX exercise is part of a total of five geographic annexes under the oversight and responsibility of the respective Canadian coast guard regions and United States Coast Guard

"It simply works unlike any other response system. It brings people, agencies and stakeholders together from the beginning at every level to ensure we respond rapidly and effectively..."

_Capt. Melissa Bert

Districts. The exercise plans include a tabletop exercise for each geographic annex at least once every two years hosted alternately by Canada and the United States.

The five exercises based on geographic locations between American and Canada are:

CANUSLANT – Atlantic – Bay of Fundy and the Gulf of Maine

CANUSLAK – Great Lakes – contiguous waters of the Great Lakes and St. Lawrence River

CANUSPAC – Strait of Juan de Fuca, including Boundary pass, Haro and Georgia Straits

CANUSNORTH – Arctic waters of the coast of Canada and U.S. the Beaufort Sea

CANUSDIX – Waters of the Dixon Entrance off the Pacific Coast of Canada and the Alaska

Conclusion

As ships continue to travel through the Dixon Entrance and the Inside Passage oil spill prevention and response around the environmentally sensitive areas between Canada and the United States remain important. When oil spills occur the weather and ocean currents do not recognize international borders. The CANUSDIX exercises help ensure an ongoing relationship exist to enhance cooperative efforts on both sides of the international border. The more familiar agencies and organizations are in working together, the more quickly and effectively the oil spills can be responded too enabling minimal impact on the environment. The relationships with international colleagues provide the framework to mobilize allowing all agencies to be more prepared and always ready. 🐾



Canadian Berth

The 175-foot Coast Guard Cutter Anthony Petit, homeported in Ketchikan, Alaska, is moored to a pier in Prince Rupert, British Columbia during a joint training exercise between Canada and the United States, Sept. 20, 2009.



Story and photo illustrations by Petty Officer 1st Class David Mosley, PADET Anchorage

Social Media... Authorized!

You the Coast Guard and the world of social media

What is your daily routine? Do you log into your computer and feel that almost compulsive urge to check and update your facebook or myspace page? Are you one of the many who know what Twitter is? Do you need to tell the world what you are doing at 140 characters a message? Is your day not complete until your

blog has been updated? If you have answered yes to any of these questions, congratulations, you are a social media user.

"It is important that... the Coast Guard understand what technology is doing today, how it is changing, and how we must change with it," said Adm. Thad Allen, Coast Guard commandant

in an interview for the Coast Guard Magazine. "Social media takes out the middle man and lets interested parties communicate nearly directly with others."

The United States is experiencing an upward trend in the use of social media networking, according to a recent report from Econsultancy

Digital Marketers United, which stated that 78 percent of social media users interact with companies or brands via new media sites and tools, an increase of 32 percent from 2008. The commandant understands a need for social media in the Coast Guard, but how does this all affect you?

The Coast Guard has recognized the need for a viable authorized and endorsed outlet for social media within the service for the men and women to be able to tell their story. In the Coast Guard's 17th District this outlet is "The Alaska Logbook" found at <http://uscgalaska.blogspot.com/>

The Alaska Logbook is the official blog site for Coast Guard members in Alaska. It is a place for you to tell your story and share with the world your excitement and devotion to duty to the Coast Guard's missions in Alaska.

Ask yourself, has your unit done something unusual, fun or dangerously exciting? Then post it! The Alaska Logbook is your blog site; use it to tell your story. From training, to rescues, to moral events, to community outreach, tell the world what you and your unit are doing.

While the Coast Guard can't market for customers, your interaction within the world of social media can help shape the public's view of the service and its missions.

The Econsultancy report shows how important interaction is with customers, or in the case of the Coast Guard with the taxpayers. The report states that 13 percent of average customers who experience problems when shopping online are



While visiting social media sites is authorized, not all sites can be viewed upon a Coast Guard work computer. If in doubt, check with your computer help desk.



talking about it on social media sites; this is up from eight percent in 2008. Fifty-one percent of respondents in the report stated that social media has influenced their online transactions. Seventy-five percent said their choice of retailer was influenced by what they read on social media sites, while 56 percent avoided a particular company after reading a negative review.

"The last captain was all about using the blog," said Lt. j.g. Crystal Hudak, Coast Guard Cutter Munro public affairs officer. "The captain loved the blog and social media, and when he left, the new command took a hard look at using the blog and whether to keep using it. We quickly found that the spouses of those aboard loved the blog as a way to see what their loved ones were doing;

they could stay connected."

The Coast Guard has recognized the ever-growing world of social media and the audiences involved. To better focus social media interaction the Coast Guard has published messages about the subject.

One message in two parts covers the two main areas of social media interaction. The first part, "Official Internet Posts," is about the Coast Guard as an organization through a subject matter expert, clearly identified by rank, name, title and unit, engaging in social media communications to bring better understanding of the Coast Guard's missions and roles. These responses are given in an informal manner that focus on factual information and do not include defensive or argumentative wording.

The second part, "Unofficial Internet Posts," provides direction for Coast Guard personnel who desire to make unofficial internet posts on Coast Guard related topics. These topics include Coast Guard related thoughts, ideas, knowledge, experience, opinions, photos and video, or by posting any Coast Guard related information to any internet site.

Guidelines for unofficial internet posts include making sure that all information given is accurate and appropriate. You are authorized to identify yourself through rank, name and title, but you must avoid giving the impression that you are posting in an official status.

Remember that you are responsible for what you post, thus content should be appropriate and not violate operational and informational

security. Ask yourself, is what I am posting going to cause my family, the Coast Guard or me risk or at the very least embarrassment?

In the United States, visits to facebook increased 194 percent over the last year, a whopping 58.59 percent of the market. Myspace was second with 30.26 percent, and Twitter while only accounting for 1.84 percent of the market; saw an increase of 1,170 percent of use in the last year according to the Econsultancy report.

The statistics presented within this report are astounding; one would be hard pressed to find a time in history where open communication is so readily available to so many. So remember, the Coast Guard performs valuable services around the world everyday and there is nobody in a better position to tell this story than each of you. 🐾

Story and photos by Petty Officer 1st Class Sara Francis, PADET Kodiak

Lost in the snow



Snow Rescue

Hal Long, in blue, and other Kodiak Island Search and Rescue volunteers practice extraction of an injured person using a sled and other rescue techniques during a May 2007 exercise. Long has volunteered with KISAR for six years and been involved with three intense rescues including the 2008 rescue of four contractors from Sharatin Mountain. Photo courtesy KISAR

Don't let it happen to you!

Blizzard conditions and winds in excess of 50 mph stranded four cable technicians on Kodiak Island's Sharatin Mountain, December 2008. Some of their cold weather gear and food blew away with snow squalls and high winds preventing a rescue by Coast Guard helicopter crews.

Kodiak Island Search and Rescue volunteers, called on by the Alaska State Troopers, geared up for the rescue. Among them was local Coast Guard civilian employee Hal Long of Base Support Unit Kodiak.

"It was a raging, blinding snow storm and as we got up there it turned to ice and we actually had ice rime on the side of us," said Long. "You couldn't even put goggles on. As soon as you put goggles on the ice would build up on them. We travelled by headlamp all the way up."

The searchers were dropped off at an elevation of about 1,400 feet by local company Maritime Helicopters and hiked to an elevation of 2,850 feet where they located the stranded men early that evening.

"I went up with extra coats, gloves and protein bars. I made them eat the protein bars before we started the trek down," said Long. About 5:30 a.m. the group was reported off the mountain and in the care of medical services. The volunteers had been up for more than 24 hours.

Kodiak Island lies off the south coast of Alaska separated from the mainland by Shelikof Strait. The largest island in Alaska, it is 3,465 square miles, roughly the size of Connecticut, and supports just over 13,000 people. Its unique position in the Pacific brings warm air and water currents that produce everything from snow and ice to sleet and rain. Sometimes the clouds and temperature produce all four at once.

Long has regularly volunteered with the Kodiak Island Search and Rescue over the last six years. He's been involved with three intense rescues, the worst of which was the Sharatin Mountain rescue.

"It was fulfilling after it was over, knowing that we had saved lives in an intense situation and all of the KISAR training came forth," said Long.

Long came to Kodiak in May 1984. He started ocean kayaking in 1987 and was quite taken by it. He did

his first long-distance kayak trip with a group of local kayakers to the village of Port Lions in the winter and camped out in a small fish seining cabin.

"We damn near froze," said Long. "I think there were 10 of us and we paddled back in very high seas which scared the bejesus out of me, but I learned to just keep paddling hard to keep the kayak in control."

Not long after Long started teaching a class at the Kodiak Coast Guard Base.

"In 2005 I joined up with Andy Schroeder of Orca's Unlimited and we and other friends held kayak safety classes at the base pool," said Long. "We held four classes each spring. I think we have trained almost 180 people, some are repeaters."

Long has been on several two-to-three week kayak trips in the very remote wilderness of Prince William Sound surrounded by glaciers.

"Nothing like 3 million-year-old ice in your 12-year-old scotch," he joked.

So it is safe to say that long-time Alaska resident Hal Long knows what he's talking about when it comes to outdoor safety and preparedness in Alaska. Whether you're new to Alaska or a longtime resident in need of a reminder the following advice could just save your life.

Q: What common mistakes do you see when people go outdoors here?

A: Cotton clothing and not enough gear. That's the two simplest things I've seen so far. There are several great gear shops on the island with knowledgeable staff. Tell them what you are going to be doing and they can help you find the right stuff.

Q: What's your initial advice to those venturing outdoors?

A: First thing I would do before heading out is check your local weather conditions. There are various websites you can use. Kodiakwx.com is really accurate. They play the weather forecast on the radio several times daily too. Conditions can change quickly in just a few minutes.

Q: What about leaving notice with someone?

A: It used to be known as drop a dime but now everyone has cell phones. Use it and make sure you are talking to a competent adult. Let them know where you are going and an approximate time you'll be back.

Q: What kind of gear do you recommend?

A: I usually go out with a day bag. The back seat of my truck has all my winter gear in it. Wear long underwear, clothes that are going to insulate you and are weatherproofed. The snow can turn to rain in a heartbeat here. Protect your eyes, head and hands. NO COTTON!

Q: OK, so why no cotton?

A: Cotton holds the moisture and it can actually make you colder. Cotton won't keep your body heat in either. Wool and synthetics wick your sweat away and breath. They also hold in your body heat.

Q: Other gear?

A: Basic survival items like a knife and fire starter. Take some first aid equipment, a light source like a head lamp and food and water.

Q: What kind of communications equipment do you recommend? Cell phones are great but won't work everywhere, especially up here.

A: Take a handheld GPS radio. We had contact with the contractors on Sharatin that way. It's how they reported they were in trouble to begin with.

Q: What about GPS?

A: There are new GPSs that pick up the satellites better and will operate even in tree cover. I'm a big fan of GPS but I'm also a big fan of taking a topo map and a compass with you in case your GPS fails. When we did that rescue on Sharatin, in the night, if we hadn't had GPS I don't think we would have gotten up there so easily.

Q: What about EPIRBs?

A: Well, when you buy an EPIRB you register them to your name. There are a lot of personal EPIRBs out on the market that are \$250 - \$800 dollars, but there are some that have a folding antenna and if you really want to get your butt

saved if you get into a predicament take that with you.

Q: Do any of the services here charge for rescue?

A: No. I know it's been talked about but we're all freebies.

Q: What are the concerns associated with avalanches? There is outerwear sold with detection devices in the clothing to help rescuers find you and are they worth the price tag?

A: We lost a guy in the mid-90s who got buried without a transceiver and it took a long time to find and dig him out. If you get buried you've got about 15 minutes and you are done. I've read about those devices and there are pros and cons. If it's facing down and your body is blocking the sensor from the surface it might not pick up. The rescue crew has to have the device to look for them and we don't here in Kodiak. If you are doing anything here back country go get a transceiver and check it out before you go.

Q: Is there any training available?

A: We (KISAR) do training periodically. We hosted an avalanche class in early December. We've held wilderness survival classes and first aid. You can also get correspondence courses for map reading and navigation.

Q: What are the most treacherous parts of Kodiak Island or Alaska?

A: I think anywhere on Kodiak can be dangerous and one must be prepared or knowledgeable about hiking and skiing. Avalanches can happen anywhere at any time. Mountain tops when the grass is wet or icy can be scary. Kayaking in an abrupt weather change or wind conditions has made me "go religious" at times. 🐾

A Good Friend

Hal Long is pictured here with his beloved dog Kobuk and his kayaks on Kodiak Island in the summer of 2006. Long has lived in Kodiak since 1984 and is a civilian Coast Guard employee in the environmental branch on the base. Photo courtesy Hal Long



Cruising Alaska

Story by Petty Officer 3rd Class Jon-Paul Rios, D17

safe and carefree

Port of Call

The Coast Guard Cutter Liberty, homeported in Auke Bay, Alaska, and a 25-foot Response Safety Boat from Station Juneau escort a cruise ship into Gastineau Channel. . Four cruise ships ported in Juneau today carrying over 10,000 passengers. Cruise ships transport more than one million tourists into Alaskan waters yearly. U.S. Coast Guard photo by PA3 Levi Read

Dust is wiped off shelves and merchandise is neatly aligned in anticipation for cruise ship season. You know it's that time of year again when the seasonally desolate downtown Juneau is revived by traffic and people flooding the streets.

With the population of Juneau stretching to an approximate 30,000 people it's obvious why a cruise ship carrying sometimes 3,000 passengers can seem a big deal for any Alaska community. Sales skyrocket as the cruise ship passengers bombard stores bargain hunting in swarms.

For local retailers, having thousands of new faces browsing in their stores daily is a seller's dream but for the Coast Guard it means another day ensuring homeland security and thousands of new people that can ultimately become the next search and rescue case.

The 2009 cruise ship season brought 2,837 cruise ships to The Last Frontier. Of the 2,837 arrivals, 2,596 arrived in Southeast Alaska, that's 10 times more than the rest of the state. Juneau being the busiest port with 581 ship arrivals.

Though these numbers sound huge, they don't nearly match up to 2008 which had approximately 10,000 more cruise ship passengers. Reason for the decline is largely for the discontinuation of two vessels and consolidation of other voyages. In addition, 2009 had approximately 346 fewer port calls than 2008.

Although fewer cruise ships made port calls the Coast Guard didn't scale back their preparation for the 2009 cruise ship season but rather continued daily operations as normal, training at becoming more efficient and becoming mission ready for not only cruise ship escorts but also what may come along with approximately

1,023,600 passengers that arrived at the Port of Juneau in 2009.

To ensure safety on cruise ships the Coast Guard conducts different cruise ship prevention activities.

In 2009 the Coast Guard Sector Juneau administered 20 Control Verification Examinations which monitor the safety of all vessels that embark passengers from U.S. ports. During the annual exams, operational issues being of primary concern, the Coast Guard focuses on officers and crew of cruise ships during drills that evaluate the competence and communication of the crew dealing with emergency situations.

Prior to becoming qualified to give Control Verification Examinations, new inspectors must attend a one week course hosted by Sector Juneau which is a combination of classroom training and attendance of actual exams which is ideal for providing practical application of regulations.

The Coast Guard also conducted random high capacity passenger vessel escorts enforcing a 100-yard moving security zone throughout the season. The purpose of the escorts was to educate the maritime industry and boating public providing information on proper navigation while in the vicinity of an escort.

Furthermore, Sector Juneau completed 33 non-regulatory welcome visits with the intentions to meet and greet the ships captains and crews while providing amplifying information and answering questions.

As part of further mission readiness, Sector Juneau, Coast Guard District 17, Holland America Cruise Lines and the City of Ketchikan

were host to 2009's Mass Rescue Operation exercise which took place April 2009. The scenario simulated the grounding of a major cruise ship, the evacuation of 2,500 passengers and crew, response planning for an oil spill, environmental protection, salvage and shore side support for the evacuated people. The exercise helped the Coast Guard learn how to better operate in the case of a real disaster and further equipped guardians with the knowledge and procedures to respond.

In mid-August Sector Juneau along with the Juneau Fire Department and the motor vessel Veendam conducted a fire drill. The purpose of the drill was to familiarize response partners with the capabilities and response coordination procedures necessary for a successful coordinated port fire on board a cruise ship. This along with all the other trainings proved crucial when it came time to address situations.

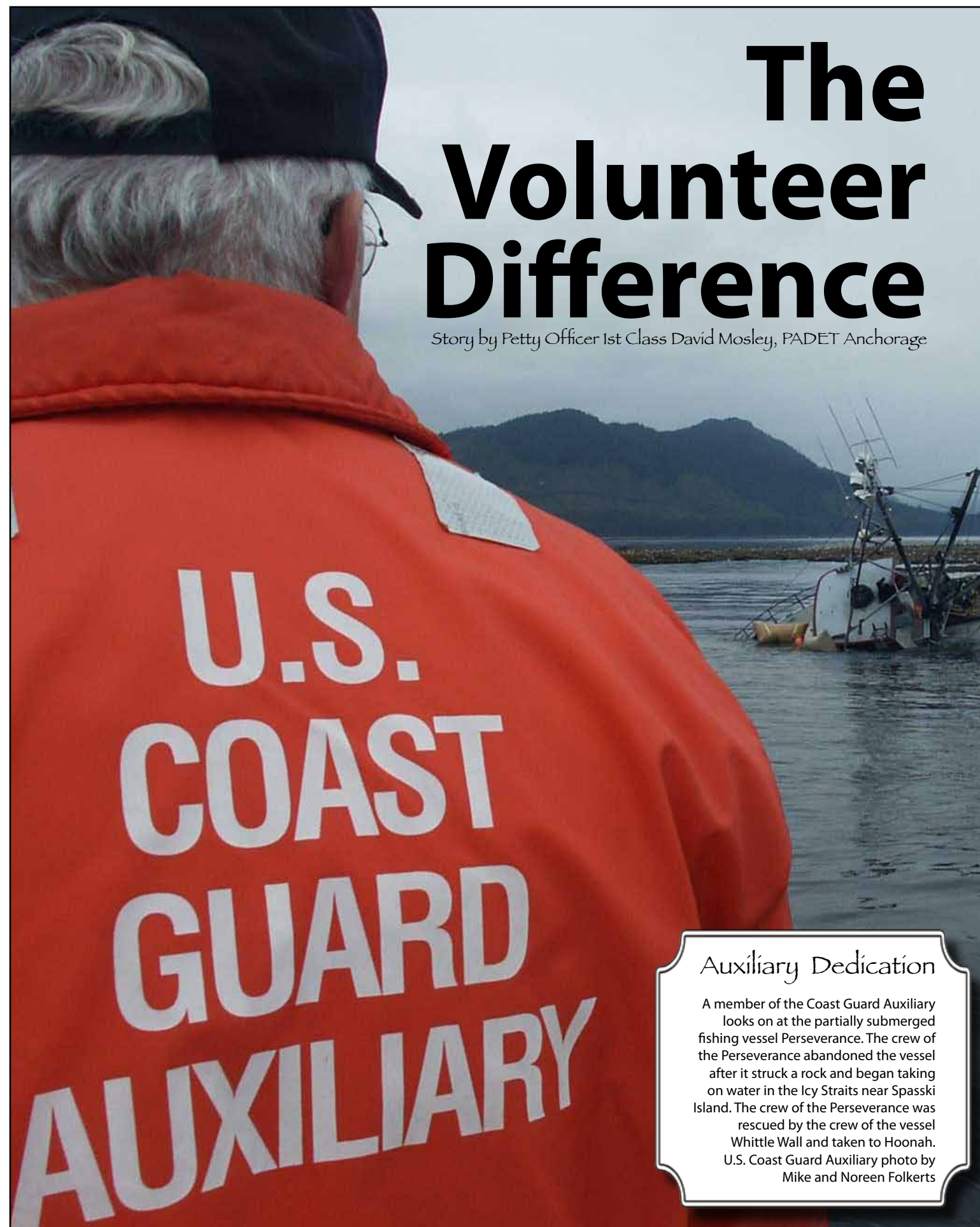
In 2009 there were many different incidents including passenger overboards, inspections, ship loss of propulsion, pollution and medical evacuations including one where the passenger was suffering from appendicitis.

Looking forward to 2010 Sector Juneau will continue to direct cruise ship field prevention and response activities for safety, security and environmental protection.

Alaska's cruise ship history traces back to 1946 when the Alaska Steamship Company began offering passenger services from Seattle to Alaska. With 63 years of history, one thing is for sure, as long as cruise ships continue to visit Alaska ports, the Coast Guard will take every measure to ensure safety and security of those both on and off of cruise ships. 🐾

The Volunteer Difference

Story by Petty Officer 1st Class David Mosley, PADET Anchorage



Auxiliary Dedication

A member of the Coast Guard Auxiliary looks on at the partially submerged fishing vessel Perseverance. The crew of the Perseverance abandoned the vessel after it struck a rock and began taking on water in the Icy Straits near Spasski Island. The crew of the Perseverance was rescued by the crew of the vessel Whittle Wall and taken to Hoonah. U.S. Coast Guard Auxiliary photo by Mike and Noreen Folkerts

In 1941 Congress passed the Auxiliary and Reserve act, which formally organized the Coast Guard Auxiliary and its missions.

Passage of this act designated the Reserve, as a military branch of the active service, while the civilian volunteers, formerly referred to as the Coast Guard Reserve, became the Auxiliary.

The volunteer spirit officially identified in 1942 has carried on through the years and continues in Alaska. The Coast Guard small boat equipped Auxiliary stations of Homer, Seward, Whittier and Petersburg help supplement the active duty men and women who are peppered throughout Alaska.

These stations make up one of two concentrations of Coast Guard supplied Auxiliary run operations in the United States with the other area being the Great lakes region.

"The men and women who make up the backbone of the Auxiliary stations are another Coast Guard unit," explains Ensign Allie Ferko, Auxiliary liaison officer for Sector Anchorage. "They go through the same qualifications as active duty personnel."

The Coast Guard has helped supplement these volunteer professional mariners by providing small boats for their use in responding to calls for help, and to better be able to educate boaters in boating safety.

For the last few years, these local Auxiliary stations have been using the aging yet capable 27-foot non standard small boat that the active duty stations have been phasing out in favor for the slightly smaller, yet modern and standardized 25-foot response boat small.

With the 27-foot small boat reaching the end of its Coast Guard use, the local auxiliary stations find themselves up for a change. While the stations are winterized and the small boats out of the water, the 27-foot small boat is being replaced by the 25-foot RBS.

The auxiliary stations of Homer, Seward and

Whittier, will be receiving their new boats from the active duty search and rescue stations of Petersburg, Juneau and Valdez.

"While nothing is in stone, the plan is to gather the boats here in Anchorage," said Ferko. "Once here, they will be distributed to the local Auxiliary stations."

These new boats will help these stations continue to serve the communities in which they are part. The Auxiliary is there for the communities, teaching boating safety and providing free vessel safety examinations. They work with mariners to help them meet all

requirements for safe boating.

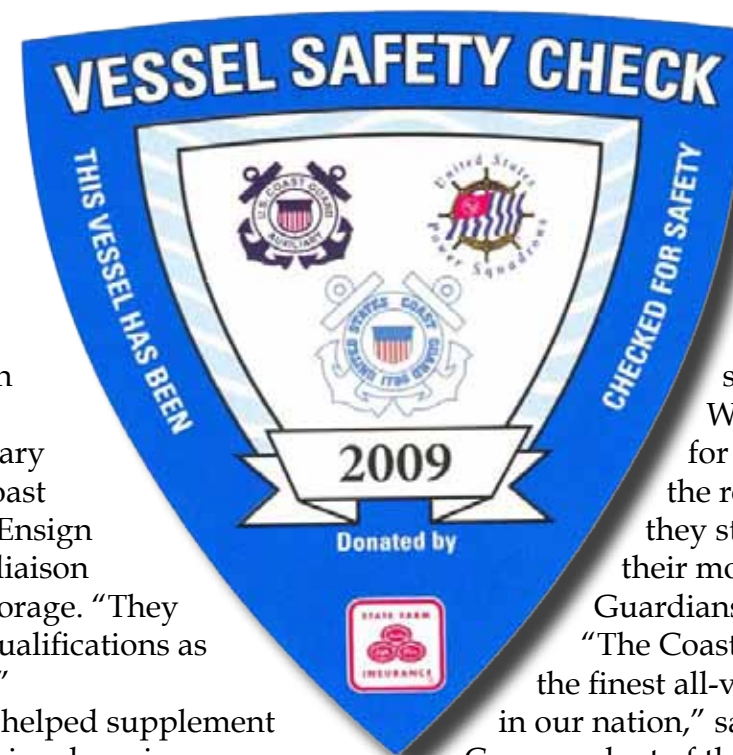
"The Coast Guard Auxiliary members are the subject matter experts for safe boating in their areas of responsibility," said Ferko. "They love to do this, and will go wherever someone may need them."

Whether that is a boat slip for a boat safety exam, or into the rough waters off Alaska, they strive everyday to live up to their motto, America's Volunteer Guardians."

"The Coast Guard Auxiliary is the finest all-volunteer organization in our nation," said Adm. Thad Allen, Commandant of the Coast Guard at the

Auxiliary's 70th anniversary. "It is an integral part of our Coast Guard. We simply could not meet the challenges we face or conduct the missions we do on a day-to-day basis without their selfless devotion to duty."

Across the nation, over the past decade, Coast Guard Auxiliary efforts have accounted for more than 3,100 lives saved, assistance to more than 91,000 boaters in distress, the prevention of the loss of more than \$437 million in property and the education of more than 1.6 million boaters through boating safety courses, in addition to the many other services the Auxiliary provides. Coast Guard Auxiliarists accomplished these feats by volunteering more than 36 million hours of their time. 🐻



Flying through harm's way Air Station Sitka

Story by Petty Officer 3rd Class Walter Shinn, D17

Icy Straight

A Coast Guard MH-60 Jayhawk rescue helicopter crew flies nearby a glacier in Glacier Bay National Park during a area familiarization flight in Southeast Alaska. On days with lower ceilings caused by low, dense cloud cover or reduced visibility, aircrews utilize the many channels and passes between the mainland and the islands that form Alaska's Inside Passage. U.S. Coast Guard photo by Chief Petty Officer William Greer

The weather varied between Sitka and Ketchikan, but once the MH-60 Jayhawk rescue helicopter crew arrived to the location, the weather remained fairly consistent with a cloud layer from between 300 to 500 feet and visibility from about five miles to one-half miles with rain showers passing through.

The conditions were challenging but were considered operations normal as the aircrew searched 811 miles for some wayward boaters. The aircrew eventually located the three boaters who had been missing for more than a day 30 miles northeast of Ketchikan.

Aircrews at Air Station Sitka often fly through unpredictable harsh weather and long periods of

darkness during the winter months. Combined with the high terrain, flying rescue missions in Southeast Alaska presents itself as one of the most challenging and unique environments that the Coast Guard flies in.

Air Station Sitka's area of responsibility encompasses the Alaskan panhandle, approximately 180,000 square miles of water and land stretching across Southeast Alaska from the Dixon Entrance to Icy Bay near Yakutat, and from the Alaskan-Canadian border to the central Gulf of Alaska. Throughout the panhandle, pilots often find themselves flying missions along rugged coasts to numerous remote villages and over long distances between refueling and landing sites.

Out of all the challenges of flying throughout the Inside Passage the weather and terrain are the two primary factors that make Southeast Alaska a challenging environment.

In fact, the weather is often much harsher than what is normally seen in the "lower 48". Shortly after taking off from the runway at the air station the aircrews will transit over land for a few short miles and then go 'feet wet'. The term 'feet wet' refers to and aircrew flying over the water.

"Within Coast Guard aviation, the Alaska area of responsibility in Sitka or Kodiak is considered the apex environment," said Lt. Andrew Schanno, pilot at Air Station Sitka. "That is not to say that on any given day you can't find equally or more challenging and hazardous flying

conditions in places like Astoria, Cape Cod, or Elizabeth City, but poor weather is more frequent and consistent here in Alaska. Combine that with our remote, steep terrain and long winter nights and it's inevitable that as a pilot you will be more regularly challenged flying here."

Pilots stationed at the air station fly one of three Jayhawk rescue helicopters that are all-weather aircraft and are the Coast Guard's medium range helicopter that conducts the majority of rescues in Alaska. On a typical mission, current weather conditions will dictate the route the aircraft and crew fly. When a mission is affected by weather, the pilots often have to rely on their senses and knowledge rather than the sensitive instruments on board the aircraft.

"We avoid flying high-level instrument flight rules due to the potential risks for aircraft icing and the fact that the mission is almost always at a remote location, not an airfield with the necessary aviation navigational infrastructure to support an instrument approach," said Cmdr. Kevin Sareault, executive officer and pilot at Air Station Sitka. "While it sometimes results in a longer transit, it is much safer for the aircraft and crew to operate at lower altitudes."

"As a crew you begin to rely on each other more here than anywhere else to maintain situational awareness," said Schanno. "As a pilot, I rely on the feedback I get from my other pilot, flight mechanic, and swimmer to stay ahead of the aircraft and the weather. Whether it's a low altitude call, maintaining communications, or evaluating the aircraft sounds, smells and vibrations, here more than anywhere we work as a team to safely and effectively fly in this environment."

On a clear blue day, crews will fly above the local terrain and proceed directly to the mission location. On days with reduced visibility caused

by low, dense cloud cover, they utilize the many channels and passes between the mainland and the islands that form Alaska's Inside Passage.

Helicopter crews also take advantage of overland short cuts through passes between areas of high terrain to conduct a rescue as fast as possible. When weather consists of extremely low ceilings and visibility with less than two miles some of their shortcuts are rendered unusable. The pilots are forced to navigate to a rescue over the larger bodies of water that provide greater clearance from the rising terrain.

"We could leave here at Sitka on a cloudy day turn the corner at Peril Straight with 200-foot ceilings and visibility less than one-quarter of a mile with heavy rain then have the sun shining on us by the time we arrive to Juneau," said Schanno. "The weather's unpredictability teaches us to be flexible and to always keep several options for course, altitude and speed available. You learn very fast how not to fly yourself into a corner where you have only one way in and one way out of a situation."

If weather, darkness or location

precludes transport by a civilian fixed-wing air ambulance, the air station is called to assist. Distance, darkness and often-severe weather can make these missions as challenging as any hoist from a vessel at sea.

These numerous point-to-point non-maritime medical evacuations to support the residents of the state of Alaska are an additional challenge for aircrews. Many small communities and villages in Southeast Alaska have limited medical facilities, often just a clinic with a public health officer.

When someone becomes seriously injured or ill in these locations, local medical personnel often seek to medevac the victim to more advanced care at one of the region's hospitals, normally in Sitka, Juneau or Ketchikan.

The air station's normal flight crew consists of two pilots, a flight mechanic (crew chief and hoist operator) and an EMT-II qualified rescue swimmer. For medevac missions, they also carry an aviation mission specialist and EMT-II qualified health services technician (corpsman). For the most critical cases, the air station's flight

surgeon will fly as part of the crew.

"This two-person medical team represents the highest standard of medical care maintained by any Coast Guard air station in the country," said Sareault.

To maintain proficiency and flight readiness, pilots and aircrews are constantly training. Each aircrew position has specific semi-annual minimum training requirements including both flight time and specific operational maneuvers in order to stay current and be ready for any situation.

"If I could stress anything to Alaskan boaters aside from the use of Personal Flotation Device's (life jackets), it would be to make sure they have several good signaling devices such as flares, flashlights, red chemical Sticks and always have a handheld marine radio with you," said Schanno. "With the search and rescue case stated earlier, our last search the night before got us to within a couple miles of the survivor's location. If they had a marine radio at a minimum they could have avoided their last night stranded on the beach."



In with both feet

A Coast Guard rescue swimmer free falls during a training operation in a harbor near Sitka, Alaska. Rescue swimmers constantly train in water and on ground to meet the rigorous demands they are faced during challenging operations. U.S. Coast Guard photo by Chief Petty Officer William Greer

Go Green! Manage Your TRICARE Benefit Online

By Tyler Patterson, TriWest Healthcare Alliance

You're just two minutes away from a better, simpler and more secure way to manage your TRICARE benefits.

Beneficiaries who register for a secure www.triwest.com account at www.triwest.com/paperless can sign up for paperless Explanation of Benefits (EOB) statements. With paperless EOB statements, TriWest will send your EOBs to your secure www.triwest.com account instead of mailing them to you.

Your paperless communications are housed safely in your secure, password-protected account and contain all the same information that's on your printed EOBs. Keep your health information

organized online, cut down on the clutter of your printed health care records, and help the environment—every ton of paper saved, saves 17 trees!

Why else Go Green with TriWest?

- Easy Access. Manage your health care online anytime, from anywhere in the world.
- Convenient. Quickly and easily find all your information in one safe, secure place. We'll even e-mail you when new information is posted to your account.
- Secure. When you choose to go paperless, you'll never have to worry about shredding, filing or losing your EOBs again.

Saving a ton of paper with paperless statements also saves:

- 17 TREES
- 380 GALLONS OF OIL
- 4000 KILOWATTS OF ENERGY
- 7000 GALLONS OF WATER

Source: www.recycling-revolution.com

help put the e in green

TriWest
HEALTHCARE ALLIANCE

- Simple. TriWest archives and organizes up to 3 years of information for you, making it easy to find what you need, when you need it. Save it to your computer or print it and take it with you.
- Smart. Less printing means using less paper and less energy. Remember, every ton of paper saved, saves 17 trees!

For more information on the benefits of being a registered user—like QuickAlert e-mail notifications when the status of your claims or authorizations and referrals change, online enrollment fee payment, and more, visit www.triwest.com/paperless and find out more about the benefits of Going Green when you register today! 🐾

TRICARE: Help is Ready When You Are

By Brian P. Smith, TriWest Healthcare Alliance

Stress is a natural part of life. Kids, spouses, parents: the combination of family, holidays, deployments and homecomings can add up and start to affect your everyday life and the lives of your loved ones. Fortunately, TRICARE counseling is ready when you are.

TriWest Online Care: Assistance 24/7

The TRICARE Assistance Program (TRIAP) offers a 24/7 option for private, one-to-one online counseling (chat or videoconference) that can work around your busy schedule. TRIAP counseling is available in the U.S. and is a non-medical discussion of personal life issues, like relationships and stress management. This service is confidential and non-reportable. Eligible service members and their families can use TRIAP an unlimited number of times and won't need a referral or authorization.

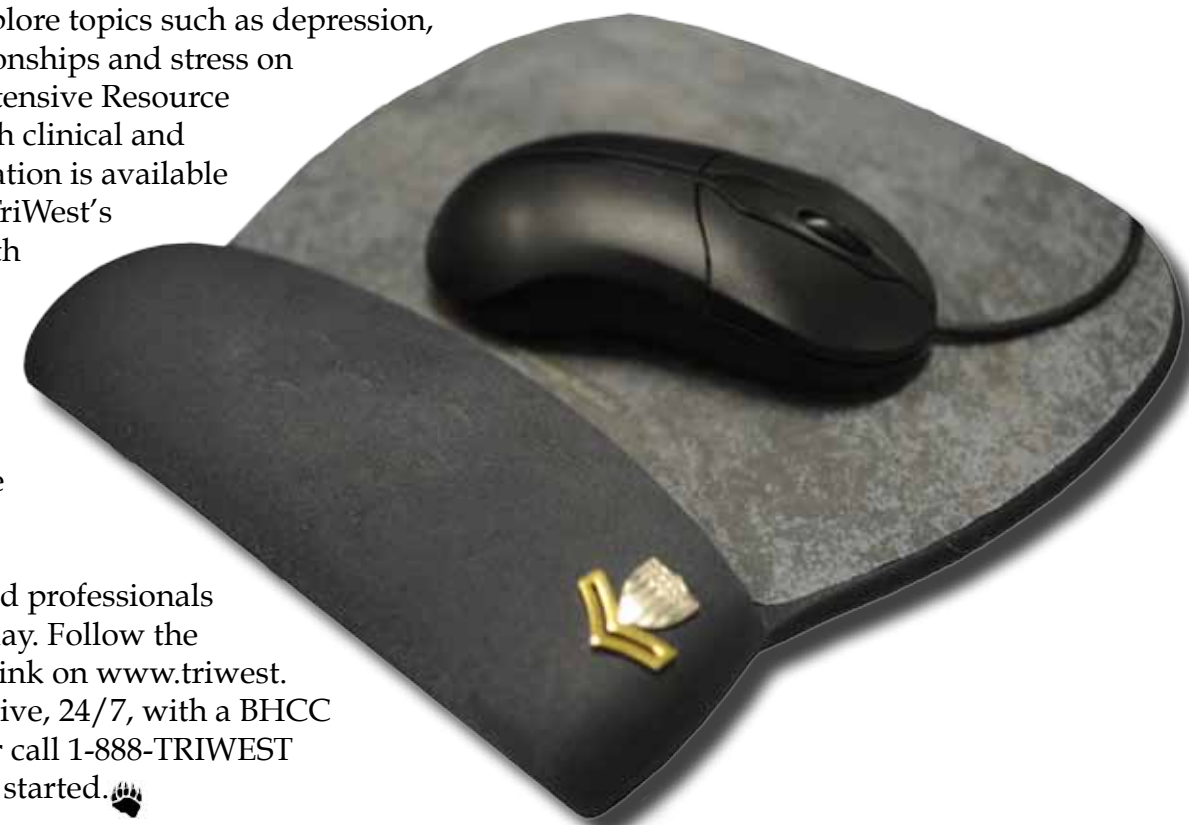
In the TRICARE West Region, eligible TRICARE beneficiaries start at the TriWest Online Care Portal ("Click to Chat" at www.triwest.com/onlinecare) or call the TriWest Behavioral Health Contact Center (BHCC) at 1-888-TRIWEST (874-9378) to schedule a TRIAP appointment. The Skype® videoconferencing application (a free download) is used to connect you with a licensed assistance counselor using a webcam over an Internet connection.

The counselors can help explain the program and help you access the care you need as part of your TRICARE entitlement.

More Online Resources

To help you explore topics such as depression, parenting, relationships and stress on your own, an extensive Resource Library with both clinical and practical information is available online through TriWest's Behavioral Health Portal (www.triwest.com/bh). You can also access the TriWest Online Care chat feature from this portal.

TriWest's trained professionals can help you today. Follow the "Click to Chat" link on www.triwest.com/bh to chat live, 24/7, with a BHCC representative or call 1-888-TRIWEST (874-9378) to get started. 🐾



Diesel Decontamination

Response crewmembers clean residual fuel and contamination from equipment at the decontamination site at the container terminal, Valdez, Alaska, Dec. 27, 2009. The equipment was used to help contain and mitigate any potential environmental impact from fuel spilled during the grounding of the tug Pathfinder upon Bligh Reef in Prince William Sound, Dec. 23, 2009. U.S. Coast Guard photo by Petty Officer 1st Class David Mosley

